

MARTELL'S
BRANDY
As Supplied to the Hospitals.
PER DOZEN.....\$31.60
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX" PARIS 1900
The Highest Possible Award.
**JOSEPH
GILLOTT'S**
PENS.
Of Highest Quality, and having
Greatest Durability, are there-
fore CHEAPEST.
The Only Award Chicago, 1893.

No. 13,981 號壹拾捌百玖千壹萬第 日伍十月十年十二緒光 HONGKONG, TUESDAY, JANUARY 13th, 1903 式拜禮 號叁十月正年叁零百九千壹英港香 PRICE, \$3 PER MONTH

A. S. WATSON & CO., LD.,
HONGKONG.

WINE AND SPIRIT MERCHANTS.

COGNAC
BRANDY
OF THE FINEST QUALITY.

THE HONGKONG DISPENSARY,
HONGKONG. [a1545]

CUTLER, PALMER
& CO.'S

PRICE \$11.75 PER DOZEN

NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong. [a16]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
NIGHT CARS.	
8.45 p.m. & 9 p.m.	9.45 to 11.15 p.m., very 1 hour.
SUNDAYS.	
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 30 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.00 a.m.	Every 30 minutes.
10.00 a.m. to 10.30 a.m.	Every 30 minutes.
10.30 a.m. to 11.00 a.m.	Every 30 minutes.
11.00 a.m. to 11.30 a.m.	Every 30 minutes.
11.30 a.m. to 12.00 p.m.	Every 30 minutes.
12.00 p.m. to 12.30 p.m.	Every 30 minutes.
12.30 p.m. to 1.00 p.m.	Every 30 minutes.
1.00 p.m. to 1.30 p.m.	Every 30 minutes.
1.30 p.m. to 2.00 p.m.	Every 30 minutes.
2.00 p.m. to 2.30 p.m.	Every 30 minutes.
2.30 p.m. to 3.00 p.m.	Every 30 minutes.
3.00 p.m. to 3.30 p.m.	Every 30 minutes.
3.30 p.m. to 4.00 p.m.	Every 30 minutes.
4.00 p.m. to 4.30 p.m.	Every 30 minutes.
4.30 p.m. to 5.00 p.m.	Every 30 minutes.
5.00 p.m. to 5.30 p.m.	Every 30 minutes.
5.30 p.m. to 6.00 p.m.	Every 30 minutes.
6.00 p.m. to 6.30 p.m.	Every 30 minutes.
6.30 p.m. to 7.00 p.m.	Every 30 minutes.
7.00 p.m. to 7.30 p.m.	Every 30 minutes.
NIGHT CARS as on Week Days	
SUNDAYS.	
Extra cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the Com- pany's Office, 38 & 40, Queen's Road Central.	
JOHN H. HUMPHREYS & SON, General Managers.	
Hongkong, 1st October, 1902. [a2612]	

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first-class machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a Speciality.

43 & 45, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2584]

MACLAREN'S IMPERIAL
CANADIAN CHERSE,
IN JARS (MEDIUM and SMALL).

Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a39]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks of 375 lbs. net 16 per Cask ex Factory.
In Bags of 250 lbs. net \$1.75 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho gong, 3rd December, 1902. [a3221]

NOTICE.

THE ANNUAL GENERAL MEETING
of the MEMBERS and ASSOCIATES
of the HONGKONG BRANCH of the NAVY
LEAGUE, will be held in the CITY HALL,
on THURSDAY, the 15th of JANUARY, at
5.30 P.M., H. B. Pollock, Esq., K.C., President,
in the Chair.

G. C. ANDERSON,
Hon. Secretary,
Navy League, Hongkong Branch.
Hongkong, 8th January, 1903. [136]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1816.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.50 PER CASE.

**THE ELITE OF WHISKY—
THE "PALL MALL,"**
\$22 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

O.P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassali.

DOURO PORT.

\$15.75 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$22 PER DOZ.

LA TORRE SHERRY,
\$18.50 PER DOZ.

A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—
D.O.M.,**
\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

LANE, CRAWFORD & CO.

NEW STOCK OF ENGLISH SADDLERY.

PIGSKIN SADDLES FROM 6 TO 12 LBS.
RACING SADDLES 3½ LBS. POLO SADDLES 7-LB.
NUMNAHS AND WEIGHT CLOTHS.
BRIDLES, GIRTHS, SPURS, BITS.
STIRRUP IRONS AND LEATHERS.
RIDING WHIPS, &c.

LANE, CRAWFORD & CO. [a34]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.
SOLE AGENTS.

W. BREWER & CO. 23 and 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.

RECENT COLONIAL EDITIONS.

Delhi Past and Present, by Fanshawe ...	\$11.50
Travels in North and Central China, by Orant-Birch ...	9.25
On the Veldt in the Seventies, by Sir Charles Warren ...	12.50
The China Coast's Tide Table, 1903 ...	2.50
Nautical Almanack ...	2.10
Brown's Nautical Almanack ...	0.90
The Admiral and I, by Inman ...	2.10
An Antarctic Queen, by Capt. Clark ...	4.00
Badminton Library—Billiards ...	5.00
Every Boy's Book of Sport and Pastime ...	5.00
Herriek Hesperides and Noble Numbers; ...	5.00
2 Vols. ...	5.00
Through Hidden Shensi, by Nicholls ...	1.50
Edna Lyall's Birthday Book ...	2.10
Boston's Household Management ...	6.50
Boston's Every-Day Cookery ...	3.10
Fenton's Quest, by Miss Braddon ...	\$0.45
Set of Dickens' Works in 15 Volumes for 17.00	
The Resurrection, by Tolstoi ...	2.10
BOYS' OWN ANNUAL GIRLS' OWN ANNUAL CHUMS. LITTLE FOLKS. CHATTERBOX, &c. [a33]	

THE CHOICEST AND BEST VARIETIES OF CONFECTIONERY

PARIS, LONDON, BOSTON, NEW YORK.

G. GIRAULT,

6, QUEEN'S ROAD. [a40]

OWING TO REPAIRS TO OUR PRESENT PREMISES. WE

HAVE THIS DAY

REMOVED TO 16, QUEEN'S ROAD

(ENTRANCE BOTTOM OF ZETLAND STREET)



CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong, 15th December, 1902.

PHOTO-GRAPHIC PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a38]

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. or SIEMSEN & CO. [a70]

COTTAM & CO.

**GENTLEMEN'S COMPLETE OUTFITTER,
DENT'S WALKING AND DRIVING GLOVES,
DRESSING GOWNS, TRAVELLING RUGS,
WARM UNDERCLOTHING, &c., &c.**

**WE WOULD LIKE TO GIVE
\$50,000**

TO FAVOURABLY INTRODUCE AND TRUTHFULLY DEMONSTRATE THE
WONDERFULLY EFFECTIVE RESULTS FOLLOWING THE USE OF

WATKINS' BALSAMIC COUGH LINCTUS.

WAS MADE TO CURE, AND SELLS BECAUSE IT CURES COUGHS,
COLDS, &c., &c. [a49]

WATKINS, LD., HONGKONG.

VICTORIA LITHOGRAPHIC PRESS.

3, DUDDELL STREET.

LITHOGRAPHIC AND MUSIC PRINTERS, PAPER AGENTS, &c.

EACH DEPARTMENT UNDER TRAINED EUROPEAN SUPERVISION. LATEST
MACHINERY FOR PRODUCING FIRST-CLASS WORK.

AGENTS FOR—
Messrs. PARSONS BROS. PAPER MERCHANTS, London, New York, and Sydney.
Leading lines kept in stock. [a66]

ENTERTAINMENT.

THEATRE ROYAL.
THURSDAY, 12th JANUARY, 1903.

VARIETY ENTERTAINMENT
IN AID OF THE
SAILORS' AND SOLDIERS' INSTITUTE,
Arsenal Street.

GRAND NAVAL ASSAULT-AT-ARMS
BY

MEMBERS OF THE CREWS OF
H.M.S. "ALBION" and H.M.S. "OCEAN."

Interlude by the celebrated String Band
(under the baton of Signor de Robertis) of
H.M.S. "ALBION" kindly lent for the
occasion by Rear-Admiral H. T. Grenfell and
Officers.
Marvellous conjuring by Wan Lui-fai, the
Wizard of Kwang Tung, and the Spirit
Chun Fok, only 7 years of age.
To conclude with wonderful acrobatic per-
formances by Wan Lui-fai's famous Troupe of
Acrobats.
Doors Open at 8.30 P.M.
Performances from 9 to 11 P.M.
Pices, \$3, \$2 and \$1.
Box Office at the Comptroller's, City Hall,
will be open on and after MONDAY, the 12th
January, 1903.
Hongkong, 10th January, 1903. [a216]

**PROPOSED MERCANTILE MARINE
CLUB.**

NOTICE IS HEREBY GIVEN that a
MEETING, open to all CERTI-
FICATED MERCANTILE MARINE
OFFICERS, will be held, by the courtesy of
the Manager, at the Offices of the Hongkong
Telegraph Company, Limited, 1, Ice House
Road, Hongkong, at 3 P.M., on SUNDAY,
18th JANUARY, 1903, for the purpose of
discussing the desirability of FORMING A
MERCANTILE MARINE OFFICERS'
CLUB at Hongkong.

Officers unable to attend may address sugges-
tions to be laid before the Meeting to—
THOMAS C. SWABY,
Hongkong Telegraph. [a215]

**CHINA NAVIGATION CO.,
LIMITED.**

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY,
SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNVALUED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 9th January, 1903. [a208]

PORTS AND SHERRIES

At Moderate Prices; to Suit
ALL TASTES.

PRICE LIST ON APPLICATION.

H. PRICE & CO.,
12, Queen's Road.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
Residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinction Mains and Emergency
Exits on every floor.

CHARGES MODERATE.

H. HAYNES,
Manager.

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUDDELL STREET. [a350]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Captains of the
Mercantile Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th October, 1902. [a2329]

HOTEL CRAIGIEBURN.

**PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.**
Tel. 59.
For Terms, apply to the—
MANAGER.
Hongkong, 2nd July, 1900. [a20]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902. [a49]

THE QUEEN'S HOTEL, ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.
A First-class Hotel with thirty-five very
Bedrooms.
Board and Residence—
By the day, From \$5 to \$7.00
" month, " 80 to \$120.00
" for Married Couple, \$180.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. BUTTONEE,
Proprietor.
Hongkong, 25th November, 1901. [a195]

VICTORIA HOTEL, SHAMEN, CANTON.

GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

INTIMATION

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

SPECIALTIES

FOR THE

SEASON.

PORT AND SHERRY

Of the Finest Quality and Vintage

CHAMPAGNE.

JULES MUMM & CO.

A Wine for Connoisseurs

WATSON'S



SCOTCH WHISKY

COGNAC BRANDIES

Quality Guaranteed

CLARETS.

Imported from the best growers
including Wines from the most
celebrated Chateaux.

CONFECTIONERY

Of the highest class in great
variety, imported from the leading
London and Parisian houses.

CIGARS AND CIGAR TIES.

SMOKERS' REQUISITES,
& C., & C., & C.A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

[31]

BIRTHS.

On the 12th January, at No. 10, Seymour Terrace, the wife of C. H. LAMBERT, of a son, 1240.

On the 27th December, at Tientsin, the wife of H. SCHILL, of a daughter.

On the 30th December, at Ningpo, the wife of H. HONORABLE, of a daughter.

On the 2nd January, at 2, Adel Terrace, Shanghai, the wife of C. H. LAMBERT, of a son.

On the 2nd January, at "Castor," Oxley Road, Singapore, the wife of H. FOK, of a son.

On the 5th January, at 2, Whangpoo Road, Shanghai, the wife of WALTER F. HARRIS, of a daughter.

MARRIAGE.

On the 26th December, at the Church of the Assumption, Penang, by the Rev. Father Menevier, SCOTTISH EPISCOPAL MISSION, eldest son of J. B. MISSO, Secretary to the District Court of Colombo, to PAULINE ST. JOHN MCINTYRE, youngest daughter of the late MATTHEW MCINTYRE, merchant, Penang.

DEATHS.

On the 10th November, at Chungking, HAROLD SHERIDAN, the second and only surviving son of the Rev. J. and Mrs. PARKER, aged 3 years and 9 months.

On the 22nd December, at Nanking, PAUL WARDEN, the only son of the Rev. WILHELM A. and JULIA B. EVES (the latter deceased), aged 1 month and 3 days.

On the 5th January, at 22, Clarendon Road, Shanghai, of consumption, ZELIE JEANNE ROSA HENRI, aged 20 years.

On the 6th January, at the General Hospital, Shanghai, WILLIAM BUCK, Acting Chief Gunner of H.B.M.'s Gun, aged 53 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD (C.),
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th January, 1914.

THAT TUNG FU-SHIANG and Prince TUAN are plotting rebellion on a grand scale in the provinces of Kansu and Shensi there seems now little doubt. There is also little doubt that a rebellion in these provinces would be fraught with great danger to China. It would, nevertheless, be rash to assume that such a rebellion is likely to be countenanced by the present Government or by any considerable party in Peking. It has been for twenty centuries part of the traditional policy of China to maintain its influence over these distant provinces, and more than once or twice the Empire has strained every nerve to repress all attempts at disaffection in these outlying districts, which at no time have been a source of profit, but very much the reverse, to the Empire at large. This was the keynote to the desperate struggles made by the Chinese to recover possession of Kashgar and Ili, which had been taken

from China by the Ameer YAKUB in the year 1865, and the diplomatic pressure brought to bear on Russia, which finally resulted in the rendition, in 1881, of Ili to China after having been occupied for several years by her northern neighbour, nominally as the man-in-possession for China. Such also was the mainspring of the barbarian Tso TSUNG-TANG's campaign in Turkestan, which resulted in his handing back to China the entire of what is now known as the "New Dominion," after having completed the destruction of the land, and the almost entire depopulation of the huge domain stretching from Kuchowfu westwards up to the eastern slopes of the Pamirs. Tso was indeed victorious, but his victory was a dear one for China, and the cry for vengeance that went up after his barbarities, which for hundreds of miles left not a living being alive, nor a blade of grass where once extended wide pastures, are now having their natural result in the hatred of the new generation but now tardily beginning to occupy the ruined homes of their slaughtered ancestors. In this unnatural contest Tso spared neither friend nor foe, age nor sex; and TUNG FU-SHIANG, who learnt the art under such a master, by a just recompense has come to exercise it against the employers of his former chief. To complete the fitness of the retribution TUNG was himself a traitor to his former associates; lured by Chinese promises and Chinese gold, he deserted his own people, and proved one of the most ruthless of the ruthless officers of Tso's army. His natural instincts found congenial employment in the events of 1900, but they were thereby only whetted, and doubtless he will, should the opportunity be forthcoming, be all the better pleased to exercise them against the plunderers of his former compatriots. But, if TUNG has thus a heritage of hatred to fall back on, it is unlikely that his former cruelties will be forgotten, and it is this which deprives his projected rebellion of its chief hope of success. Disaffected spirits of like nature to TUNG himself will doubtless be found to answer his call, as desperate men are ever ready to follow for a time a leader who offers them unlimited plunder. But TUNG is at least as much hated as feared by his own compatriots, and the majority of the population of these districts, though thoroughly disaffected towards China, are unlikely to forget his former desertion and its consequences towards themselves. Prince TUAN himself is unlikely to be in better odour; although Tso was a Chinaman he was carrying out the orders and policy of the Manchu Government, and TUAN himself stands too near to the Throne to be a *persona grata* to an indigenous population; nor will his precious son, who for a short period was named as heir presumptive to the Imperial throne, and who it is stated has been brought out at Hsian as the new Emperor, be any more likely to lend any assistance to the movement. Few opportunities are afforded in China for the expression of popular feeling towards individuals, especially if those individuals stand in close relation to the Throne, but there is no doubt that the feelings with which the young heir presumptive was regarded by the nation at large were those of intense and un concealed contempt. Even if TUNG FU-SHIANG's and Prince TUAN's records were more tempting with any section of the Chinese people, the prominence given to the young heir would be sufficient to wreck their hopes of a successful rising. But if the movement contains in itself the inevitable seeds of eventual failure, there is unfortunately no room for doubt that it is the power of the two arch conspirators to inflict a grievous wound, and that we should not be justified in ignoring the movement. And this brings us to the consideration of what has been attempted in some quarters to set forward as a grievance, and that is the seeming disfavour into which the Hupoh Viceroy, CHIANG CHUN-TUNG, is represented to have fallen with the powers that be. That CHIANG has deserved well of his country is not to be denied, and no foreigner would desire to see any discredit cast upon him. At the same time, it is not right to forget that the salvation of China in 1900 was due entirely to the inspiration of the aged Viceroy at Nanking, and that had it not been for the statesmanship of LIU, his colleague at Wuchang, would have cut but a sorry figure. Nor did CHIANG commend himself to the people of Kiangsu when on a previous occasion he held the seals as Viceroy of the Lower Provinces. We do not mean to allege that affairs are progressing satisfactorily at Peking; far from it, they are in hands at once feeble and dishonest, and need to be vigorously looked after. This is, however, by no means a reason why we should seek to complicate them still further by imputing wrong motives to every action. The scarcity of good men is heavily felt in China, now that she has lost the services of two such faithful subjects as LIU KUNG-YI and TAO MU, but that is all the more reason why we should be disposed to look with

hope on the recent appointments. Unfortunately we do not know sufficient of the new men appointed to pronounce a definite judgment, and it is therefore only reasonable to give them the opportunity without carping criticism to show of what they are capable.

The British sloop *Algerine* left yesterday for Canton.

The only case of communicable disease reported in the Colony last week was one of small-pox, the victim, a Chinese, dying.

One result of the coldness of the weather now prevailing might have been seen at the new Kowloon reservoir works yesterday morning, when none of the coolies turned out.

Though the fact is no doubt familiar to many of our readers some, on the other hand, may be glad to learn that receipt stamps are not now required if the amount of the bill is under \$25.

The visitors to the City Hall Library and Museum for the week ending 11th January were 229 non-Chinese and 58 Chinese to the former, and 54 non-Chinese and 2,766 Chinese to the latter institution.

Those members of the Hongkong Volunteer Corps who were present in the Colony on Coronation Day will receive the local medal struck in commemoration of the event at a parade to take place on Saturday next.

The fire in Kowloon City the other day, it now transpires, was caused by a lighted match dropped on some inflammable material by a little girl, and did damage, which is uninsured, to the amount of \$10,000.

The *Coromandel*, with the English mail of the 19th ult., left Singapore yesterday, at 6 a.m., and may be expected here on Saturday at 5 p.m. Replies are due to correspondence despatched hence on the 17th November.

The body of a Chinaman, aged under 30, was found in a marsh near Shatin, Kowloon, on Saturday morning. The unfortunate man had apparently succumbed simply to the rigour of the weather, as there were no marks of violence on the body and there was food in the tin.

Among the passengers who left yesterday by the French mail *Laos*, we notice the name of Major J. J. Braganza, late Commandant of Macao Police Force, who has been transferred to Mozambique by telegraphic instructions from the Lisbon Government. He was accompanied by his wife.

It is proposed to hold a concert shortly in aid of the S. Joseph's College building fund. As it will be under the management of Signor Cattaneo, this is a guarantee of its quality; the details of the programme will be announced later. We learn that the building operations are now completed and that visitors who wish to inspect the additions to the College will be able to do so in about two weeks' time.

The *Torres Straits Pilot*, commenting on the *Chingta* case, says:—Most people will see some incongruity in the sentences imposed in Sydney on the Chinese who were sentenced for perjury in the case against Messrs. Kerr and Pengelly, and on Frank Duggan—a white man who seriously assaulted Quong Tart, the well-known Chinese caterer of Sydney, in August last. On the one hand we have three Chinese, for falsely swearing away the lives of two white men, getting the light sentences of from three to five years. On the other a white man, for assaulting and robbing a Chinese gets twelve years. The sentences are worth while being noted in London *Truth's* pillory. The diabolical attempt to fix a charge of murder on innocent men is deserving of a life sentence if Duggan's sentence is a just one.

The Hunan correspondent of a Shanghai native writes that the Chongchow authorities are now selecting a suitable site for the erection of a monument to the memory of the two murdered English missionaries. At the same time the Magistrate has sent workmen to Chiayang to procure large stones which are to be consigned to Chongchow by boats and carts. In consequence heavy expenditure will be involved but the stones in Chiayang are noted for their uniform white colour almost resembling jade stone. Probably the monument will be completed in April next. The native converts have all returned and resumed their former occupations while the civil and military authorities are more vigilant than ever in protecting the missionaries.

The following items are from the P. & T. Times:—When the Emperor went recently to the Temple of Heaven at Peking, the order was issued that the shops were not to be closed. Miss Bourgeois has received the German Red gold medal from the Kaiser in recognition of her invaluable services to the German wounded in 1900. King Edward has given Mrs. Crowle the decoration of the Royal Red Cross in recognition of her services to the sick and wounded marines in the Tientsin Hospital in 1900.—The British garrison at Tientsin, with the Volunteer Mounted Infantry, were to parade on New Year's Day in honour of the King-Emperor.—General Miles, Commander-in-Chief of the U.S. army, with Mrs. Miles, Mrs. Conger, Mrs. Ragsdale, and other ladies was received in audience by the Empress on the 29th ult.—Taotai Mao Chin-fan of the Shanghai Arsenal is to be manager of Viceroy Yuan's new provincial bank.—The first number of Viceroy Yuan's new official organ has been published. It is "a neat little paper in magazine form of about 8 or 10 pages, but very dull."

A correspondent in a recent letter from Hangchow to the N.C. Daily News says:—"The country seems very unsettled, and at present there are notices about here saying that we are all going to be driven away in a few days; so don't be surprised if you see us at Shanghai soon."

M. Delacase, meeting one of the French Colonial party's chief objections to the Siamese Treaty, has concluded an additional clause, by which Siam engages to erect no new fortifications in the provinces of Battambang and Siem-reap or within 25 kilometres of the right bank of the Mekong.

A telegram to *L'Echo de Chine* says that a new decree reports the decrees of the last and 23rd of April, 1902, in reference to the organisation of the French forces in the Far East and in the Atlantic. The report which precedes the decree states meanwhile the utility of maintaining the reserve division at Saigon united to the Far Eastern squadron under the same command.

L'Avenir du Tonkin says that an English squadron consisting of the ships *Albion*, *Cressy*, and *Blenheim* has arrived at Singapore under the command of Admiral Sir Henry Keppel. As a matter of fact, information had been received in Singapore that Admiral of the Fleet Sir H. Keppel was a passenger to the port by the P. & O. *Ceylon*, expected on the 3rd inst.

Shanghai at the present time, says the N.C. Daily News, seems to be the resort of clever criminals and beachcombers, and it is difficult to draw the line between the two classes. The annual average of convictions of foreigners for misdemeanours and felonies during the past three years almost equals that of the seventies, when Shanghai had not, by any means, attained its present state of civilisation.

The effectiveness of the Canadian cable route was thoroughly demonstrated yesterday, says an Ottawa telegram of the 7th ult., a cable message sent by Sir S. Fleming to the Mayor of Ottawa circling the globe in six hours and three minutes. The time of transmission between Brisbane and London via the Pacific and Commercial cables was 18 minutes and between London and Brisbane over the Eastern Extension lines five hours and 45 minutes.

It is rumoured, says the *Japan Mail*, that the only high personage opposed to Viceroy Yuan's project for the discrediting of Sheng is Prince Ching. After Prince Ching's double dealing in the matter of the Yungtze Valley, China's interests would seem to suggest that he be included in Sheng's fall from power. Foreign opinion has always been favourable to him, and we hesitate to express any definite views about the misfortunes now overtaking him.

The *Nagasaki Press* says that, according to a Seoul despatch to the *Osaka Mainichi*, as the Korean Government informed the Doyen of the Diplomatic Corps that the suggestions made by the Foreign Ministers in connection with the granting of title-deeds to foreigners in the capital were to be carried out by Corea on or before the 10th inst., the Foreign Representatives, who had threatened to disperse with their usual New Year's calls at the Imperial Court, attended the Palace on the 1st inst., and offered greetings to the Throne.

At a general meeting of shareholders of the Russian Steam Navigation Company in St. Petersburg last month the draft agreement with the Russian Government regarding the establishment of regular and frequent sailings between Odessa and Bundar Abbas and Bushire and other Persian Gulf ports was examined and approved. The projected agreement now only awaits Government ratification before being put in force; serious difficulty is anticipated from the Government side. A permanent Russian line to the Gulf will soon be an actuality.

A northern paper notes the following extraordinary conduct of the police at Taku:—While three native employees of the Taku Telegraph and Lighter Company were quietly cycling at Taku on Sunday, they were stopped and arrested by the police, who objected to their riding there. To guard against their riding in future the police took their sword bayonets and backed the bicycle tires to pieces. The matter was reported to Mr. Johnston, the manager, who promptly had the men released and the damaged wheels returned. Perhaps it is not generally known that nearly all these so-called police were soldiers before the troubles and are real Boxers at heart, with an antipathy to anything foreign such as a bicycle.

The four vessels of a new type, to act as scouts to a British fleet, have now been named. These four vessels are to be known by the names of lightships and lighthouses, a characterization new to the Navy List and not easily understood in connection with the purpose of the vessels themselves. It will be remembered that these four scouts are to be built severally by Messrs. Vickers, Sons, and Maxim, of Barrow, Messrs. Laird, of Birkenhead, Messrs. Armstrong, Whitworth, and Co., of Elswick, and the Fairfield Company, of Glasgow. The Barrow boat will be called the *Inchkeith*, that laid down at Birkenhead the *Fastnet*, that at Elswick the *Eddystone*, and the Clyde-built boat the *Nore*. It will be noticed that the East and West of England, Scotland, and Ireland are represented in these names.

The Messageries Maritimes steamers will come to call at Nagasaki after the 15th February.

Japanese papers report that the Seoul-Pusan and Seoul-Chemulpo railways are to be connected.

Professor Zanoni, conjurer and ventriloquist, will give an entertainment to-morrow evening at 9 o'clock in the Engineers' and Shipbuilders' Institute.

According to certain Japanese reports, Sir Ernest Satow is supposed to have gone home in connection with the proposed construction of British railways from Burma to Yunnan, and from Chungking to Hankow.

The general accuracy of Commanant De Wet's statements in his book on the war must be regarded with much scepticism, considering that he gives currency to such assertions as that recording the escape of Lord Kitchener from the train held up by the Boers at Loewerspruit. Lord Kitchener was not in the train at all.

The new twin-screw river steamer *San Cheung* went on her trial-trip yesterday, and made the excellent time of 12½ knots over the measured mile. This boat was built by Kwang Fuk Cheong, and engaged by the Tin Hing Company, under the supervision of Mr. H. F. Carmichael. She is owned by the Chung On Steamship Co., is destined for the Hongkong-Canton trade, and has accommodation for 1,100 passengers. Captain Murphy is in command and Mr. H. Clarke is the chief engineer. Among the party on board to witness the trial trip were Captain Goddard and Mr. W. A. Crake. The *San Cheung* will make her first trip to Canton on Saturday next.

The Chinese Board of Revenue has been in great difficulties in meeting its obligations to the Yunnan Copper Syndicates on account of copper forwarded to the Capital for the Imperial Mint. In spring the Board was 500,000 taels behind in its payments and another payment on account of a further supply of copper about to be provided. The Board sought to divert funds from the Kwantung and Yunnan Provincial Treasuries, but both Provinces plainly stated their inability to carry out such instructions. Under the circumstances the Yunnan Viceroy arranged to meet the pressure of the moment by drawing on his military chest. At the same time the Viceroy and the Mining Bureau memorialised the extra cash a catty should be laid on Szechuen salt consumed in the provinces. It was pointed out that by the reorganisation of the Salt Gabelle and adjustment of the trade some years ago great benefits had accrued, but extra taxation to the amount of only 7 cash a catty had been gradually added. The addition of an extra cash a catty would be no hardship. It is estimated that the increased revenue would amount to 400,000 taels a year, and this sum is to form a permanent income to pay for copper forwarded to Peking.

The *Ostasiatische Lloyd* says:—Their Royal Highnesses Prince Rupprecht of Bavaria, with his spouse, and Prince George of Bavaria intend to visit the Far East shortly. Prince Rupprecht, who will travel by the name of Count Hardt, is the eldest son of Prince Ludwig, eldest son of Prince Regent Luitpold of Bavaria, and at some future day will therefore probably himself ascend the throne. Prince Rupprecht, who was born in May, 1869, in Muenchen, is known as a very kind and refined man. In the summer of 1900 he was married to the Duchess Marie Gabrielle of Bavaria, a daughter of the far-famed oculist, the Duke Karl Theodor of Bavaria. Prince George, a cousin of Prince Rupprecht, is considerably younger than the former; he is a son of Prince Leopold and the Archduchess Gisela of Austria. It is said their Royal Highnesses intend to visit the Sunda Islands first, from where they may be expected to arrive in Hongkong about the middle of February. From there they will visit Canton, Amoy, Foochow, and will probably get to Shanghai in the latter part of February. From here several trips will be made, amongst others, one to Ningpo. Afterwards the party will proceed to Tsingtao, Tientsin, and Peking.

Dr. Sven Hedin, the celebrated Central Asiatic traveller was lecturing before the Royal Geographical Society in London last month. Though still in his thirties, Dr. Hedin is probably not excelled by any living explorer in the extent of ground covered and the scientific value of his observations, collections, and discoveries during the 15 years he has been at work in Central Asia. The sheets of the map which represent the geographical work he accomplished during his last three years' expedition would, if extended, measure something like one-third of a mile. The popular narrative of the expedition will be published simultaneously in various European countries and in America. The atlas and scientific volumes will cost a very large sum to produce, and, although the Swedish Government is prepared to contribute liberally towards the expense, it is hoped that a good many copies will be subscribed for in other countries. As Dr. Hedin is using the English language both for the atlas and for scientific volumes, no doubt public institutions as well as private individuals in England and India interested in the subject will subscribe for copies. It was hoped that Dr. Hedin would be able to give a few public lectures in London and other large towns, but, as he must return to Sweden immediately after a Scottish visit, it is feared that this will be impossible. Next autumn he may visit and lecture in America, to which he has received invitations. King Oscar has conferred upon Dr. Hedin the dignity of nobility as well as other honours.

TELEGRAMS.

REUTERS' SERVICE.

LONDON, 9th January.

RUMOURED ATTEMPTS ON THE LIVES OF LORD MILNER AND MR. CHAMBERLAIN.

All the Bourses have been affected by an extraordinary rumour of attempts on the lives of Lord Milner and Mr. Chamberlain at Johannesburg, but have subsequently recovered (except in South Africans which continue depressed) on the publication of official denials of any serious illness.

THE VENEZUELA ARBITRATION.

It seems probable that the Hague arbitration on the Venezuela question will be abandoned and that the dispute will be settled by a conference to be held at Washington.

SOUTH AFRICA.

Commandant Botha giving an account of the Boer generals' European mission at a meeting of Boers at Pretoria stated that it yielded £100,000. Mr. Chamberlain in the course of his reply to the Boer Address on Thursday contrasted this with the amount that the British Government was devoting to the Boers, which when war claims, repatriation expenses and compensations were paid would be between £10,000,000 and £15,000,000.

MOROCCO.

The Moorish pretender has resumed the offensive.

THE GERMAN EMBASSY AT WASHINGTON.

The German Ambassador von Holleben has suddenly applied for sick leave. It is generally assumed that he has been recalled for a supposed want of tact. Baron Speck von Sternburg, the ex-Consul of Calcutta and a *persona grata* with President Roosevelt, has been appointed in charge of affairs, and it is believed will succeed to the post.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE SOLDIERS' AND SAILORS' HOME.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 12th January.
SIR,—I am directed by my Committee to draw the attention of Members and Associates of this Branch of the Navy League to the assault-at-arms which will take place on the 15th instant in aid of the Soldiers' and Sailors' Home in Arsenal Street, and to express the hope that Members and Associates will take tickets for that performance, having regard to the excellent work which is being done by the Home in providing for our soldiers and sailors a respectable and comfortable place of resort where they will be well cared for. I am also directed to state that it is the intention of my Committee, at our annual general meeting on Thursday next, to propose a vote of \$100 out of the general funds of this Branch of the Navy League in aid of the above-mentioned deserving institution.—Yours, etc.,

G. C. ANDERSON,

Hon. Secretary.

Navy League, Hongkong Branch.

POLICE COURT.

Monday, 12th January.

BEFORE MR. F. A. HAZELAND
(POLICE MAGISTRATE).

HOW IN A TATTOOER'S SHOP.

William Gilden, a seaman, went into a Japanese tattooer's shop on Sunday and asked the manipulator of the needles to exercise his art upon him. Always ready for trade, the Japanese consented, and fashioned on Gilden's arm an artistic design, for which he charged \$5.50. Gilden thought the price too high and refused to pay, emphasising his feeling in the matter by slapping the tattooer, who called in the police and gave his angry customer in charge.

The fine altogether was \$6, or 14 days.

STORING DYNAMITE.
For unlawfully storing six sticks of dynamite on premises at 13, Shaukiwan, the occupier, a Chinaman, was fined \$50 or two months, on the complaint of P. C. Clyde.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Satarie*, with the next French mail, left Saigon on the 11th inst., at 10 p.m., for this port.

The P. & O. steamer *Coromandel* left Singapore for this port on the 12th inst., at 6 a.m., with the outward English mails, and is due here on the 17th inst., at about 5 p.m.

The P.M. steamer *Korea* arrived at San Francisco on the 9th inst., one day ahead of schedule.

The T.K.K. steamer *America* Mann, with mails, &c., left San Francisco on the 10th inst.

The A.L. steamer *Silesia* left Kobe via Moji for this port on the 11th inst.

The Boston Tow Boat Co.'s steamer *Tremont* left Yokohama for Victoria and Tacoma on the 10th inst.

The Boston Tow Boat Co.'s steamer *Fleides* arrived at Yokohama on the 11th inst.

The C.P.R. steamer *Athenian* left Yokohama on the 10th inst., p.m., for Victoria and Vancouver.

The P. & A. steamer *Indravelli* left Moji on the 12th inst., p.m., and may be expected here on the afternoon of the 16th inst.

The Indo-China steamer *Sunang*, from Calcutta and the Straits, left Singapore for this port on the 12th inst., p.m.

The O.S.S. steamer *Fyrkas* left Singapore on the 11th inst., and is expected here on the 16th inst.

SUPREME COURT.

Monday, 12th January.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR WILLIAM M. GOODMAN (CHIEF JUSTICE), AND A. G. WICK (JUDGE).

PAN LEUNG AND OTHERS v. PAU KWOK CHIU.
This was a petition for leave to appeal from the decision of the Chief Justice on 10th September. In the case originally brought Pan Leung and his two brothers applied for a petition for administration of their father's estate to be taken, and his Lordship after hearing parties made a decree that the terms of the will be carried out and that the usual accounts be taken. He ordered that the release of the defendant should be set aside and gave plaintiffs the costs of setting it aside. So far as the action for setting aside the decree of costs, the defendant did not then decide the question of costs.

Mr. F. H. Sharp, K.C., barrister-at-law, appeared for the appellant (instructed by Mr. P. W. Goldring, solicitor), and Mr. M. W. Shale, barrister-at-law, appeared for the respondent (instructed by Mr. F. X. d'Almeida, a solicitor). Mr. T. Morgan, Phillips, barrister-at-law, who had appeared for the defendant in the original case, was also in attendance.

Before Mr. Sharp began to address their Lordships, the Chief Justice remarked that so far as he could understand, the appellant was appealing from a consent order; the whole thing as drawn up by consent.

Mr. Sharp said he was appealing from the consent order so far as that order related to the setting aside of the release. Most of the order was by consent. The part relating to costs was not by consent, and it was that they were appealing against.

The Chief Justice was of opinion that the learned Judge who drew up this order thought the whole thing was by consent.

The Chief Justice said this case was a little anomalous. The decree was drawn up and settled in presence of counsel in his chambers and then some days afterwards there was a change of solicitors, Messrs. Deacon & Hastings being engaged. The first thing that occurred was Mr. Hastings writing in, requesting time to consider the matter, after which he had been given. That was most absurd.

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ENQUIRIES INTO COLLAPSES OF BUILDINGS.

TUNG LOI LANE.

The enquiry was resumed yesterday afternoon before Mr. F. A. Hill and a common jury into the circumstances attending the fatal collapse of two houses in Tung Loi Lane (near the Harbour Office) on 12th November last. Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Crown, and Mr. H. W. Looker on behalf of the contractors (the Wing Sing firm), the shapers, and the architects, Messrs. Leigh and Orange.

The jurors were—Messrs. W. Goldenberg, C. H. Blason, and E. W. Torrey. Mr. P. Looker, executive engineer, Public Works Department, was recalled and examined by Mr. Looker and Mr. Bowley. In reply to a jurymen, he said there were fifteen tons of goods between the ground and first floors of No. 12. Had that weight been all on the first floor, it would be rather heavy for an ordinary Chinese floor.

Replying to Mr. Bowley, witness said the floor was better supported than an ordinary Chinese floor, being supported by a double set of joists, and fifteen tons was not an excessive weight, considering the construction of the floor.

Even Dougherty, an overseer in the Public Works, who laid the beams to give evidence and went down to the scene on the afternoon of the collapse, he saw some persons removing 100 bags of what was described to him as starch from the ruins of No. 12, Tung Loi Lane, but he could not say whether the bags actually came from the first floor. By the way they were lying, he judged they came from the first floor.

Henry Ernest Yorks Haggard, who examined the premises after the collapse, gave evidence that the wall which fell was 15 inches on the ground floor, 14 inches on the first floor, and 11 inches on the two top floors. That was less than the thickness required by the Ordinance for top floors. From what he saw, he should not say that the wall was a good one, and nearly all the joints were decayed at the end. Witness was of opinion that the floor fell first owing to being over-weighted, dragging out a portion of the wall and so bringing the rest down.

Examined by Mr. Looker, witness said he examined the beams, the ends of which were decayed, and some of them had the appearance of having broken off. Some of the beams of the first floor, and No. 12, he was of opinion, gave way in the middle, and if the wall had collapsed first, these beams would probably not have been broken at all.

Percy Thomas Crisp, inspector of buildings, said he obtained from a Chinaman at the collapsed houses the description and weight of goods stored in No. 12; the total weight was nearly 34 tons, but witness could not say how it had been distributed. His theory as to the cause of the collapse was that the weight on the floors caused the ends of the rotten joists to break and throw the weight of the goods on the wall, pushing the brickwork out and causing the wall to collapse.

Arthur Turner, architect, was called by Mr. Looker and testified to the satisfactory nature of the shoring. He was also examined by Mr. Bowley, and stated that the pulling down of a house was always a dangerous operation, for the Chinese coolie was rather reckless in the way of dropping bricks; it was not dangerous, however, to the adjoining houses.

Leung Yi Tai, the scaffolder, was re-examined by Mr. Bowley as to the relative cost of the shoring on the job, after which the hearing was adjourned until this afternoon.

THE POLITICAL SITUATION IN JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, 30th December.

Owing to the interesting condition of Japanese domestic politics at the present moment, and to the serious consequences that may follow from the present deadlock, it may not be out of place for me to go back a little, at the beginning of a new year, in order to show how things got into the tangle in which they are in to-day. The subject will be of all the more interest to readers of the *Hongkong Daily Press* inasmuch as some knowledge of it is requisite for a due understanding of the rejection of the naval expansion scheme. The latter phrase is somewhat misleading, however, as it was not the naval expansion scheme which was rejected by the parties in opposition, but the land tax continuation measure on which that scheme depended; but this matter will explain itself in due course.

WHY THE ITO CABINET FELL.

I shall only go back a year and a half, to the time when the Ito Cabinet fell in May 1901. Its fall was due to the prolonged suspension of the Government works insisted on by Viscount Watanabe, then Finance Minister, who saw, or fancied he saw, financial rocks ahead and who thereupon raised the cry of "national bankruptcy."

THE KATSURA CABINET.

On 2nd June a new Cabinet was rather unexpectedly organised by Viscount Katsura, now Count Katsura. The premature death of the Ito ministry just as the ministers and the other office-holders of the *Seiyun-kai* were beginning to feel snug in their new billets, and the unexpected success of Count Katsura in forming a ministry, caused the members of the displaced Cabinet and their friends to regard their successors with a dislike which was not unnatural in the circumstances, especially as the "strings" of the new cabinet were pulled by the House of Peers which is mainly opposed to Marquis Ito and which is a firm disbeliever in Government by party. Marquis Ito did not, it must be confessed, share the dislike with which his followers regarded the Katsura Cabinet; but strong and rude as he is, he could not prevent the *Seiyun-kai* from gradually drifting into the position of a regular Parliamentary Opposition. Owing, however, to the Marquis's tour abroad, to a lack of homogeneity among the members of his party, and to the Marquis's telegrams to the *Seiyun-kai* leaders counselling patience and moderation, the latter felt themselves compelled to make various decided concessions to the Government, especially on the matter of the Budget. But this only served to make them feel more bitterly towards the Cabinet.

NEW IMPORTANT QUESTIONS.

They had not long to wait for a chance of taking revenge. The land tax had been raised to 3.5 per cent, from 2.5 per cent, in 1899, and the Government which had raised it had

(Continued on page 5.)

ROYAL HONGKONG YACHT CLUB.

On Saturday, the 10th inst., the first race for the Commodore's Cup was sailed. The course was round the rock S.W. of Kauichau and back. The wind at the start was of moderate force and varied in direction from North to North-east, but when the leading boat was near Kauichau it freshened considerably and at times blow with sufficient force to make skippers wish for a reef in their mainsails. The race itself was comparatively uneventful. The prevailing wind made the course a plain sail there and back, and all the yachts except *Colleen* went straight for the mark, keeping S. of Kauichau. *Colleen* went N. of the island, and at one time it appeared that she would score considerably thereby. She came racing along with the first of the strengthening breeze, but before she had gained enough to make up the extra distance she had to travel the stronger wind reached the others and about half of them got round the rock before her. The *Vernon*, who from the start had been drawing slowly away and had made half the time allowance from *Alanah* by the time the boats had passed Green Island, rapidly increased her lead in the stronger wind and rounded the rock some 3 minutes ahead of *Alanah*, who in her turn was between one and two minutes ahead of the next boat.

On the way home *Vernon*, though giving her crew a remarkably uncomfortable time, sailing as she did in the gusts nearly flat on her side with her lee-rail well under water, slipped still further away and in the end won very easily. *Iris*, sailed by Mr. C. A. Tomes, went well in the strong wind and drew up considerably on *Alanah*. At one time she looked like saving her time (9 minutes) on *Vernon*, but she got badly headed by the wind about the middle of the harbour and only just managed to secure second place on time. The handicaps, as will be seen from the annexed times, brought the other boats of all three classes very near together, six of them finishing within 2 minutes on corrected time, but the new boat proved herself far better than her reputation and could have conceded another 4 minutes all round and still just have won.

Times at the finish:—

1 <i>Vernon</i>	4 11 10	Scratch
<i>Alanah</i>	4 19 0	4 16 0
<i>Kathleen</i>	4 23 30	4 17 10
2 <i>Iris</i>	4 24 12	4 15 12
<i>Colleen</i>	4 24 47	4 21 47
<i>Min</i>	4 26 40	4 23 40
<i>Erica</i>	4 26 40	4 23 40
<i>Bonito</i>	4 26 42	4 23 42
<i>Maid Marian</i>	4 27 15	4 17 10
<i>Chanticleer</i>	4 28 56	4 16 56
<i>Doreen</i>	4 32 30	4 20 30
3 <i>Payne</i>	4 34 52	4 15 52

On Sunday the One-design and 2nd-class boats tried to sail off the 5th Club Race. The weather conditions were more trying than one of the oldest sailing members of the Club could remember to have encountered before in 10 years' experience of racing here. There was a good enough wind to start with, but it did not keep up and the leading boat only reached the finishing line at 5.7, 12 minutes after the time limit for the race had expired. The race will consequently have again to be resailed.

EVACUATION OF SHANGHAI COMPLETED.

The evacuation of Shanghai by the international garrisons was completed on Saturday, 3rd inst., by the departure of the remainder of the German troops. Soon after seven o'clock in the morning Count von Schlippenbach, the officers and men, left their camp in Babbling Well Road, and were joined at the Country Club by Captain Boissang, Colonel Mackenzie, Major Brodie Clarke, and Captain Wedemeyer. At the Loongfai Bridge they were met by the Town Band, which played them down the Maloo, up the Bund, and over the Yangkingpaang bridge to the Norddeutscher Lloyd jetty, passing a French guard of honour on the way. On the bund of the French Concession the men were formed up and addressed by the German Consul (Dr. Knappe), who complimented them on their general conduct during their stay in China, and wished them a safe voyage and happy return home.

Among the crowd of foreigners who attended to witness the departure of the troops were the Consuls of the various powers represented in Shanghai, Colonel Dessoins (Russian Military Agent), Captain Rose, Mr. R. E. Brodon, and numerous officers of the S. V. C.

During the wait at the jetty, cordial farewells and good wishes were given and exchanged, and the Town Band played "Auld Lang Syne," and other well-known airs suitable for such an event. The splendid band of the German cruiser *Hansa* also took part in the send-off. About 20 officers and 500 men embarked at the jetty on the "tender," and were taken down the river to the steamship *König Albert*, at Woosung, leaving for Europe a few hours later in the day.

After the tender had left, a number of troops escorted by the bands, marched down to the China Merchants' Lower Wharf, and embarked on the vessel *Gouverneur Jasschke*, for Tsingtau. Count von Schlippenbach and several officers also left for the north. An officer and two or three men have been left behind to look after the property of the garrison not taken away.

AN OLD FRIEND BY A NEW NAME. Liebig's Company's Extract will soon be known as Lemco, the new name placed upon it and composed of the Liebig's Extract of Meat Company's initials.

THE NEW RUSSIAN SQUADRON.

The flagship of the new Russian squadron for Far Eastern waters is the *Retvizan*, which is especially interesting as the product of an American shipyard—indeed she is the first important foreign battleship to have been built in the United States. The Cramp Shipbuilding Company, of Philadelphia, received orders from the Russian Government for this vessel and for a cruiser, the latter, the *Varyag*, making her debut last year, when she attained a speed of 23 knots, becoming therefore one of the fastest men-of-war afloat. The *Retvizan* is the battleship, and she also made a successful trial, steaming at an average speed of 18.8 knots on a 12 hours' run. Her vital parts are protected by a belt of 9in. armour, which extends from 4ft. below the water line to 3ft. above, and behind this is an armoured belt 2in. on the flat and 4in. on the slopes, with coal between the belt and the slope of the deck. Above the 9in. belt is another one 6in. in thickness to protect the guns from shell bursting below the deck, on which the bulk of them are placed. The 6in. guns are in casemates of 5in. steel, while the butts are carried above the ship, and above the bulkheads thus provided is one of 2in. steel enclosing the battery. The heavier guns are carried in pairs in two turrets placed before and abaft the central citadel protected by 10in. armour. Steam is provided by 16,000 h.p. engines by Nicholas water-tube boilers, as well as 2,000 tons of coal, liquid fuel can be carried in the double bottom. The *Scientific American* says of the *Retvizan* that she is "unquestionably an exceedingly fine specimen of the up-to-date fleet-class battleship." The *Robide* will be remembered as the representative of the Russian Navy which went to Spithead for the Coronation review. She differs but slightly from the *Peresviet*, which is already on the China Station; the armament is similar, but the belt which in the *Peresviet* extends for only five-sixths of her length is complete in the *Robide*. The latter on her trial made 18.5 knots, steam being supplied to engines working up to 15,492 h.p. (nom. 14,500) by Belleville water-tube boilers. The arrangement of the armour is in principle similar to that in the *Retvizan*, the coal supply is good. The following table will facilitate a comparison between the chief characteristics of these two vessels and the heaviest British and Japanese battleships on the station:—

	<i>Retvizan</i>	<i>Robide</i>	<i>Glory</i>	<i>Mikasa</i>
Length	374	401	389	409
Beam	72	71	74	72
Draught	22	21	20	21
Tonnage	12,700	12,674	12,000	15,000
	4 12 12	4 10 10	4 12 12	12 12 12
	12 12 12	11 12 12	12 12 12	14 12 12
	4 12 12	10 3 10	12 12 12	20 12 12
	20 3 10	10 2 10	6 1 2	3 1 2
	0 17 15	0 17 15	0 17 15	0 17 15
Hardest gun	10in.	9in.	12in.	14in.
Projector	9in.	9in.	6in.	9in.

The three cruisers which form part of the squadron are of first-class importance. The *Diana* and the *Pallada*, of 6,600 tons displacement each, are sometimes referred to as "commerce destroyers." They made on their trials—the *Diana* 19.3 knots with 12,129 h.p., and the *Pallada* 19.3 knots with 13,100 h.p. They have protective decks 2in. thick and the armament, protected by shields, consists in each vessel of 6in., 20 3in., and 8 1 2in. quick-firing guns. The *Boyarin* is a vessel displacing 6,100 tons; she was built at the Vulkan yard, Stettin, and is reported to have attained a speed of 24 knots, her engines developing 20,500 h.p. Her machinery is not entirely beneath the protective deck, and where it rises above the water line is covered by armoured hatchways. She carries 12 6in., 12 3in., and nine smaller guns. With their speed, if it can be maintained at sea, these vessels should prove useful scouts; they will not, however, add largely to the fighting strength of the Russian force in the Far East. A smaller cruiser, the *Boyarin*, was expected to join the squadron.

THE PUNJAB INOCULATION INCIDENT.

With reference to the Mulkowal case the point to be cleared up was indicated in our columns a few days ago, says the *Pioneer*. It is, briefly, whether the responsibility for the poisonous phial should rest upon a superior or an underling, and whether the mistake was made locally or in the Bombay laboratory. The deaths of the nineteen villagers, it may be remembered, were due to tetanus, and the mystery to be solved is where the tetanus-microbe was introduced into the serum. The searching enquiry that is now proceeding may clear up this point, though in all probability the conclusion arrived at will have to be based upon guess-work. At Bombay the serum after manufacture is kept for a certain number of days, and a phial from each "brow" is examined at the close of this period. If there is any indication of putrefaction setting in this test phial, the whole quantity is destroyed. If everything is satisfactory the consignment is sent away, the phial being retained in the laboratory and carefully watched. Thus there is a double precaution against mischief. The destination of each consignment is known, and if anything goes wrong with the test phial later on, warning can be sent by telegraph to those engaged in the actual work of inoculation. It has been said that such warning was sent from Bombay, but this would appear to be doubtful. So far as we can learn the course of events was much as follows. Some cases of local abscesses and tetanus first occurred in the Punjab, and orders were issued by the Local Government to stop inoculation pending reference to Bombay, the idea being that the new kind of serum—manufactured, by the way, in accordance with the suggestions of the Plague Commission—was responsible for the trouble. Unfortunately these orders, as we know, were not received in time to prevent the Mulkowal catastrophe. Now tetanus is a disease which has a very distinct microbe of its own; and, further, in the case of any serum which has become infected with tetanus-poison, there is an odour which is unmistakable. A French scientist made this discovery some time ago, and the small is described as that of burnt horn, the pungent odour that is familiar enough when horses are being shod with red-hot shoes. This fact is doubtless well-known by this time among medical men engaged in plague inoculations, and the least suspicious. At Mulkowal the operator was Dr. Elliott, probably the most careful of all the practitioners at work, a man who takes exceptional precautions in each

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ACHEE & CO., PHOTOGRAPHIC GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1902.

Individual case. He himself, it may be remarked, had a narrow escape, for he offered to be inoculated first of all as an example. But the villagers would not have this and willingly submitted themselves to the operation. Now it is quite certain that if there had been the least sign of the serum being poisonous, Dr. Elliott would have detected it, so far as the sense of smell could detect it. As there was not, he proceeded with the inoculation. The tetanus, poison, however, by some means must have infected the serum, means that had not been reached when the distinctive odour of burnt horn would be given off. It will probably be almost an impossibility to trace the infection to its source, but every means that science can suggest is being taken and the matter will be thoroughly sifted. Meanwhile it may be impressed upon all concerned that in the handling, especially in the removing and replacing of the stoppers of the phials, the most careful antiseptic precautions should be employed; and it must be most carefully watched even when it has successfully passed all the usual laboratory tests.

NATIONAL BANK OF CHINA, LD.

The following is the report of the directors to the twelfth ordinary annual general meeting of shareholders to be held at the offices of the Bank, Victoria Buildings, Hongkong, on Wednesday, 21st January, at noon:—

RESOLUTIONS.—The Directors have now the pleasure to submit to you the accounts and balance-sheet for the year ending 31st Dec., 1902. Before closing the books for the year \$60,000.00 had to be written off the second reserve fund for defalcations and fraud by our late comrade in Yokohama.

The gross profits, including 321,235.51 brought forward from last year, are \$248,799.24, which after deducting all charges and allowing for bad and doubtful debts leaves a net profit of \$145,613.89.

This the Directors propose to deal with as follows:—To pay a dividend of \$1.962 per share (in London 3/11) absorbing \$79,499.15, to place \$50,000.00 to reserve and to carry forward \$15,613.89.

On the departure of Mr. Laus for Europe in April Mr. Julius Focke was elected a Director but resigned his seat in the autumn, when Mr. Laus, having returned to Hongkong, was re-elected—this will require your confirmation.

Mr. Evans retires in rotation from the Head Office Board and Mr. Wotton from the London Committee and being eligible for re-election offer themselves accordingly.

The accounts of the Head Office have been audited by Mr. R. C. Wilcox and in London by Messrs. Deloitte, Dwyer, Griffiths and Co., Chartered Accountants.

Your obedient servant,
C. EWENS, Chairman.
Hongkong, 7th January, 1903.

TELEPHONE No. 135.

TRADE MARK

STILL LEADING

"CLUB"

A SCOTCH WHISKY OF EXCELLENT

QUALITY AT REASONABLE

PRICE.

PER DOZEN \$15.00

IF YOU REQUIRE A PERFECT

LIQUEUR WHISKY

TRY OUR

KING EDWARD VII

PER DOZEN \$22.00

H. PRICE & CO.

12, QUEEN'S ROAD.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, if paid in advance, \$12 per annum. Postage to any part of the World \$2.

THE TANGJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

TO CONTRACTORS.

THE TANGJONG PAGAR DOCK COMPANY, LIMITED, Singapore, is prepared to receive TENDERS for the Construction or Completion of a NEW GRAVING DOCK at Keppel Harbour in Singapore, of the following dimensions, viz:—

Length 400 feet.
Width at entrance, at sill level 50 "
Depth on sill below H.W.O.S.T. 20 "
as shown in the Drawings and described in the Specification.
Specification and Plans of the proposed Dock may be seen at the Office of the Company in Singapore.
The Company does not bind itself to accept the lowest or any Tender.
Tenders shall be for a cost payable in Singapore, in Singapore currency.
Sealed Tenders addressed to the undersigned, will be received up to the 28th day of February, 1903.
By Order of the Directors,
W. G. NIVEN,
Secretary.
The Tangjong Pagur Dock Company, Limited.
Singapore, 21st November, 1902. [3273]

ST. GEORGE'S HALL.

VARIOUS ARTICLES, JEWELLERY, CLOTHING, &c., found at the City Hall on the night of the 6th January, are in my possession; owners can have same on application to—
E. W. MITCHELL,
Hon. Secretary.
16, Queen's Road,
Hongkong, 10th January, 1903. [213]

H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL" HONGKONG. A.B.C. Code, 4th Edition. A 1 Code. Liebler's Standard Code. TELEPHONE, 232. Hongkong, 20th December, 1902. [3440]

NOTICE.

I BEG to notify the Public that I have from the 1st instant taken over the whole concern of "Ah-Too Miao's Stable." The business is now carried on under the Style or Name of "THE CHUNG WAH STABLE."

THE CHUNG WAH STABLE, IC YUK KWAN, Sole Proprietor. Hongkong, 30th December, 1902. [3476]

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CORONATION CUP.

HONGKONG
BUSINESS DIRECTORY.

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The only office in China having European
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Every Household Requisite. Depot for
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CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters; Teakwood furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
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Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Ration's Genuine Com-
position Red Head Brand.

ISMARCK & CO.,
Navy Contractors, Ship Chandlers,
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makers, &c. Fresh Water supplied to
Vessels in the Harbour

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Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MOORE & SEIMUND,
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundells
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DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates

THE REGISTRATION OF TRADE
MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE IS HEREBY GIVEN that
ALEXANDER HEINRICH
ALFRED RINKE, of Victoria, Hongkong,
Merchant, has on the 4th day of November,
1902, applied for the registration, in Hongkong,
in the Register of TRADE MARKS, of the
following TRADE MARK:—A hand holding a
dart enclosed in a circle in the name of
Grossmann & Co., who claim to be the
proprietors thereof.

The TRADE MARK has been used by the
applicants since about October, 1901, in respect
of the following goods:—Metal basins in class
13 and paper in class 38.
A facsimile of the TRADE MARK can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the Twelfth day of November, 1902.
DENNIS & BOWLEY,
Solicitors for the Applicant.
Hongkong, 12th November, 1902. [3018]

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTMANN & CO.,
Sole Agents for China.

Hongkong, 1st July, 1902. [1801]

HIGH CLASS CHRISTMAS
CAKES, decorated from \$1.00
Plain Christmas Cakes... from \$1 to \$5.00
German Sand Cakes... from \$1 to \$5.00
Assorted Pastry Cakes... per dozen 0.80
Scottish Buns... from 1.50
Frieden Stollen... from 2.00
Mince Pies... per dozen 2.40
Chicken and Ham Pies... from 3.00
Chicken and Ham Patties... 2.40
Game Pies... from 5.00
Christmas Puddings, &c., to Order.
Please apply to WEISMAN & CO., 142,
Praya East; ANGLO-AMERICAN STORES,
64, Elgin Road; or ROYAL ASSORTED
WATER DEPOT, 100, House Street.
Hongkong, 19th December, 1902. [117-1]

WINCHESTER CARABINES

12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN & CO.,
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\$150 to \$300 a month can be easily
earned in spare time by smart
men of good address.

Apply by letter to—
Box 251, G.P.O.
Hongkong, 8th January, 1903. [194]

INSURANCES

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [128]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [26]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 20th May 1895 [27]

SALAMANDER FIRE INSURANCE COMPANY

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, JACOB & CO.,
Agents.

Hongkong, 2nd April, 1900. [29]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [113]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY

TOTAL FUNDS AT 31st DECEMBER, 1901.
£15,722,693.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAY-UP CAPITAL... 687,500 0 0

II. FINE FUNDS... 2,685,648 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SEWELL, TOMES & CO.,
Agents.

Hongkong, 1st July, 1902. [1786]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.)

The Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.,
Agents.

Hongkong, 7th February, 1901. [73]

GENERAL MARINE INSURANCE COMPANY LIMITED, OF DRESDEN.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN AND
CHINESE RISKS.

HOTZ, JACOB & CO.,
Agents.

Hongkong, 1st September, 1902. [2327]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th November, 1892. [25]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.

Cash Security... £225,719

Total Losses Paid... £26,768,240

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 22nd July, 1902. [142]

WANTED.

YOUNG ASSISTANT wanted for
Robinson Piano Co., Ltd., Shanghai
Home. Salary \$100 to \$150 per month.
Apply to—

W. V. ROBINSON.
Hongkong, 17th December, 1902. [109]

WANTED.

RUSSIAN TEACHER.

Address—

Box No. 044,
Care of Daily Press Office.
Hongkong, 10th January, 1903. [211]

WANTED.

BY a British Mercantile Firm a CHINESE
TYPEWRITING CLERK.

Apply by letter to—

K. L. M.,
Care of Daily Press Office.
Hongkong, 10th January, 1903. [220]

MR. CHADWICK KEW

DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 a.m. to 5 p.m.

Hongkong, 15th March, 1902. [3346]

SIEN FING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 22nd September, 1902. [252]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.

33, Des Vaux Road, General, Hongkong.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th March, 1902. [2383]

(Continued from page 3.)
promised at the time to reduce it to its
original level in 1903. The people feared,
however, that the Government would bring in
a new bill and 1902 for the extension of the
period of enhancement by five years more, so
at the general election held last August, they
made a number of candidates pledge themselves
to oppose any such measure.

In the meantime the Government had
elaborated a plan for the increase of the navy,
a step which the whole country believes to be
necessary owing to the state of affairs in the
Far East, to the alliance with England, and to
the fact that ten years hence Japan will be low
down on the list of naval powers if she does
not at once begin a new naval programme new
that the old one is completed.

Unfortunately the money required for the
carrying out of this scheme could only, in the
opinion of the Cabinet, be secured by the con-
tinuance of the land tax at its present rate.
The naval programme agreed to by the
Ministers of the Crown at a Cabinet meeting
held on 28th October was to come into operation
from the fiscal year 1903-4 and to extend over
eleven years. The capital to be assigned for the
purpose was estimated at about 11,500,000 yen,
and the principal classes of ships to be built
were three battleships of 15,000 tons, three
armoured cruisers of 10,000 tons, and two
second-class cruisers of 5,000 tons. The Gov-
ernment proposed to take the money required
for the scheme from the proceeds of the en-
hanced land tax only and not to resort to
any other source. The programme did not,
however, tend to an increase of the navy in
the real sense of the term, but rather to the
maintenance of the country's naval strength.

OPPOSITION TO THE LAND TAX.

The Progressives, Count Okuma's party, who
have always been opposed to the increase of the
land tax—although one is surprised to find them
in opposition to the naval expansion programme
considering that they number in their ranks
not a few Chauvinist politicians who spoke very
excitedly at the time of the crisis in regard
to Manchuria early in 1901—the Progressives,
I say, promptly announced in an informal
manner that they would oppose the continuance
of the current land tax and also the naval ex-
pansion programme—the former because they
had always been opposed to it, the latter because
it was "inconsistent with the country's financial
resources."

WHAT MARQUIS ITO DID.

Marquis Ito, who is a very deliberate and
rueful politician, and who, being old, is per-
haps coming to prefer compromise and
discussion on almost all subjects, would
probably have hemmed and hawed about the
matter until the bills were introduced and then
decided to support them so as not to
derange the political machinery or to oppose
such an evidently necessary measure as the
naval expansion programme; but the task of
deciding was very abruptly taken out
of his hands by the General Committee
of the Seiyun-kai, which lastly decided to
oppose both measures, without the know-
ledge of the Marquis and before he had had
time to express his own views on the subject.
Then the Marquis became wonderfully brisk all
of a sudden and emphatically endorsed the
decision of his party. On 1st November he
called on the Prime Minister to get from him
some particulars about the Budget for the next
fiscal year and of the financial programme.

On 25th November, Marquis Ito had a con-
ference with Marquis Yamagata, who had been
staying in his villa at Kyoto, and who is styled
the "custodian" of the present Cabinet; but
the latter is said to have actually pock-pocked
Marquis Ito's views on the pending dispute
and to have given on that occasion no
definite reply. In the next interview with
Count Matsukata, Marquis Ito's plan also
failed to secure that statesman's endorsement.

Premier Katsura and three of the principal
Ministers of State respectfully listened to
Marquis Ito's exposition of his views,
but did not adopt the measures he recom-
mended. Marquis Ito's plan was to
carry out the naval programme by effecting
drastic curtailment with railway and telephonic
undertakings. Irrespective of a remarkable
retrenchment in many items of expenditure,
the present Cabinet contemplated to expend
7,115,000,000 yen in the course of ten years for
the purpose of such railway and telephonic
works as it regarded as productive. Marquis
Ito had been hitherto a strong advocate of a
"positive" policy, but since his return from
his latest round-the-world tour his opinions
seem, strange as it may appear, to have become
somewhat fluctuating by pessimism. The financial
views which he recently expounded, were partly
derived from Count Inouye, his old friend, who
always entertains a preference for a somewhat
"negative" policy and hankers after the intro-
duction of the mercantile system into the region
of *la haute politique*.

Altogether, Marquis Ito's plan was given the
cold shoulder in an unmistakable manner by
the present Government and its "guardians."

CURIOUS SPECTACLE.

The public was next confronted with a
curious political phenomenon; at a "social din-
ner" given on the 3rd December, at ex-Foreign
Minister Kato's. Marquis Ito and Count
Okuma shook hands for the first time for
many years. This is, however, a hollow farce
and cannot, it seems to me, continue for any
length of time. The Diet was opened on
9th December, and the Cabinet submitted to the
Legislature the Naval Expansion Bill and the

Land Tax Bill at the very outset of the session,
to decide their fate at once. Some party
leaders intended to crush the Government by
passing first of all a vote of lack of confidence
in it, but Marquis Ito objected for some reason or
other to this plan. Meanwhile, the Marquis
proposed to examine rigidly the draft Budget
with a view to economise funds for the naval
programme and then to reject the land tax
bill, but circumstances afterwards caused the
Parliamentary leaders of the Opposition to think
it advisable to strike at once, as any delay
would in their opinion have had a bad effect on
their followers, whose enthusiasm on the land
tax question was at fever pitch; consequently,
at the special committee meeting of the party
held on the morning of 16th December, the Land
Tax Bill was rejected by 24 to 3. At the formal
sitting in the afternoon of the same day, the
Land Tax Bill was brought in by an urgency
motion, and when the bill was to be disposed of
the Diet was prorogued for five days, that is
until 24th December.

EFFORTS AT COMPROMISE.

During the interval, efforts were made by
Baron Kodama, Governor-General of Formosa,
with a view to mutual concessions and, later on,
Princes Konoye offered to act as mediator.
These attempts failed, and another pro-
position was announced, this time for seven
days. This shows that the Government was
desirous of bringing about some sort of a com-
promise. Baron Kodama subsequently resumed
the rôle of peace-maker and at the instance of
the Premier, he called on Marquis Ito in his villa
at Oiso. Thus a peace conference was held on
28th December between the Government and the
Opposition, when the former intimated that it
was prepared with the object of arriving at an
amicable settlement, to 3 per cent. as against the
original 3.5 per cent. and to cover the deficit that
would thus be caused, by the postponement of
some Government enterprises and by "adminis-
trative reform." But the parties in opposition
flatly refused to lay before the Cabinet their
counter-proposal. Their objections appear to
have been sentimental and were at the same
time tantamount to a vote of no confidence in
the Ministry.

RUPTURE INEVITABLE.

Thus a rupture became inevitable, the
Cabinet Ministers being firmly united. But
it is interesting to note that the party
leaders did their best to allay general
anxiety among the rank and file by declaring
that the Cabinet would resign en masse or
that the Land Tax Bill would be withdrawn.

LOWER HOUSE DISSOLVED.

The refractory House of Representatives was
at last dissolved when it resumed its sittings on
28th December to finish the first reading of the
Land Tax Bill, and at the same time, the House
of Peers was further prorogued. This devel-
opment of the situation is undoubtedly deplora-
ble, especially since it tends to shake finan-
cial circles, which were hoping that the money
market would recover in the course of the
spring. Setting aside the motives of both
sides, it cannot be denied that they fought
out their battle in an orderly manner and
that the session, now broken off, was more full of
life and spirit than ever. This cannot but make
one conclude that the Japanese may in
due course adopt to greater perfection the
Western representative system.

THE MARQUIS IN A STRANGE POSITION.

In any case, that Marquis Ito has become the
actual leader of the opposition is an unprece-
dented fact in the political annals of Japan.
Prognostication is now useless. But it may be
noted that the hands of Marquis Ito, who has
been naturally dissatisfied at the manner in
which the Cabinet and some of the elder
statesmen met his last overtures, were gradually
forced by the leaders of the Seiyun-kai. It may
be that the attitude of the Marquis during the
present political crisis leaves something to be
explained. It is, however, mainly due to
Marquis Ito's clever directions that his
followers have now come to hold to the im-
portance of the naval programme, despite of
the fact that some prominent party members
had already spoken against that programme.

Nevertheless the present situation is dis-
concerting to all friends of Japan, for there
seems no way out of the difficulty which has
arisen between the friends of party govern-
ment headed by Marquis Ito and the friends
of the oligarchical system headed by Marquis
Yamagata and the majority of the Peers—
for on this side there is no prominent personage,
only an oligarchy. Japanese patriots console
themselves, however, by laying to heart the
words of John Stuart Mill, that the educational
effect of constitutional Government outweighs
all its defects.

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[2594-1]

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Hongkong, 23rd November, 1902. [1152]

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[48]

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BALLANTRAE	Brit. str.	—	F. Summers	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	ANTONIO	Brit. str.	—	C. F. Lockton, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & MARSEILLES via SINGAPORE, &c.	CANTON	Brit. str.	—	C. F. Lockton, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON	TELEGRAPH	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd February.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th February.
LONDON	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd March.
LIVERPOOL	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL	COPACK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th February.
MARSEILLES, ANTWERP & AMSTERDAM	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, S. POLO, &c.	TAMBA MARU	Jap. str.	—	J. W. Vale	NIPPON YUSEN KAISHA	On 7th Feb., at Daylight.
MARSEILLES, LONDON & ANTWERP, S. POLO, &c.	PRINCESS IRENE	Ger. str.	2 m.	G. Dannemann	MELCHERS & CO.	On 21st inst., at Noon.
HAVRE, BREMEN & HAMBURG	SILESIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	NUEBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG	AMIRAL	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 3rd inst.
HAVRE & HAMBURG	WUZZBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th February.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 24th February.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 5th March.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 15th March.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst., P.M.
TRIESTE, &c., via SINGAPORE, &c.	MOGUL	Brit. str.	—	—	DODWELL & CO., LD.	About 13th inst.
NEW YORK via SUEZ CANAL	INDRADEO	Brit. str.	—	Easterbrook	JARDINE, MATHESON & CO.	On or about 10th February.
NEW YORK via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th February.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	A. Christiansen	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	TOMA MARU	Jap. str.	—	J. Trubridge	BUTTERFIELD & SWIRE	On 17th inst.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	OLYMPIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	PAKINGO	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VICTORIA (B.C.) & Seattle via SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 25th inst.
PORTLAND, OREGON	INDRADEO	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 20th inst.
ATLANTIC PORTS	TAIYUAN	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CEYLON	Brit. str.	—	P. & O. S. N. Co.	P. & O. S. N. Co.	On or about 13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	BANCA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	AMIRAL	Brit. str.	—	—	SANDER, WIELE & CO.	On 17th inst., P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	YAMAGUCHI MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAGOSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TANAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	PAKHOI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SALAZIE	Brit. str.	—	Aubert	MESSAGERIES MARITIMES	On or about 15th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	COE MANDEL	Jap. str.	1 m.	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On or about 17th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	DAIJIN MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 18th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SHIMAZU MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MAIDUKE MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 21st inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAITAN	Brit. str.	2 h.	Roach	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	RUBI	Brit. str.	—	R. W. Almond	SHAW, TOMES & CO.	On 16th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ROSETTA MARU	Jap. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 17th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIYUAN	Brit. str.	—	R. Rodger	SHAW, TOMES & CO.	On 23rd inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	—	J. Young	JARDINE, MATHESON & CO.	On 17th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SUISAN	Brit. str.	—	C. H. Longdon, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	PERIN	Brit. str.	—	Musio	CARLOWITZ & CO.	To-day, at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ISCHIA	Ital. str.	—	J. Nagai	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HIROSHIMA MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.

Jan. 11, DARMSTADT, German str., 3.10, G. Meiners, Bremen, 26th November and Singapore 4th January, Mail and General.
— MELCHERS & CO.

Jan. 11, SILESIA, German str., 4.30, B. Balle, Kobe 9th January, General—HAMBURG-AMERIKA LINIE.

Jan. 12, HALVARD, Norwegian str., 9.10, Salvesen, Moji 5th Jan. Coal—Order.

Jan. 12, HUPPEL, British str., 1.29, Meathel, Shanghai 10th Jan., General—BUTTERFIELD & SWIRE.

Jan. 12, KWANGLOO, Chinese str., 1.46, H. Lincoln, Shanghai 9th January, General—HONGKONG.

Jan. 12, LOONGSANG, British str., 1.19, G. S. Weigall, Manila 9th Jan., General—JARDINE, MATHESON & CO.

Jan. 12, LYEMOON, German str., 1.28, Th. Lehmann, Shanghai 9th Jan., General—SILCHERS & CO.

Jan. 12, C. E. BRITISH str., 1.11, R. W. Almond, Manila 9th January, Ballast—SHEWAN, TOMES & CO.

Jan. 12, SPITHEAD, British str., 2.05, John Stewart, New York 15th November, Case Oil—STANDARD OIL CO.

CLEARANCES.

At the Harbour Master's Office.
12th January.

Haitan, French str., for Canton.
Kaguchi Maru, Japanese str., for Singapore.
Lyemooon, German str., for Canton.
Poonahong, British str., for Shanghai.
Nippon, British str., for Shanghai.
Tosny, British str., for Shanghai.
Tudina, Chinese str., for Shanghai.

DEPARTURES.

12th January.

ALGERINE, British ship, for Canton.
DARMSTADT, French str., for Shanghai.
HAMBURG, French str., for Shanghai.
HONGKONG, British str., for Canton.
HONGKONG, British str., for Amoy.
HO GONG, French str., for Hongkong.
KAGUCHI MARU, Japanese str., for Kaitia.
KAWACHI MARU, Japanese str., for London.
LAOS, French str., for Europe.
LYEMOON, German str., for Canton.
MADEIRA, British str., for Bangkok.
SHIMOSA, British str., for Shanghai.
TAIYUAN, British str., for Shanghai.
TANAN, Chinese str., for Moji.
TANAN, Norwegian str., for Moji.
TANAN, German str., for Peking.

VESSELS IN DOCK.

12th January.

ATHEEN, British ship, Drumbarton, Harbourside.
K. LOON DOCKS.—H.M.S. Bridport, Port-au-Prince, Chiofo, Doria, Kaitia, Yungang, Cosmopolitan Dock—Brail, Triton.

SHIPPING REPORTS.

The British steamer *Huphe*, from Shanghai 10th inst., had strong N.W. and N. gale, heavy sea, hazy and rain.

The Chinese steamer *Kwanglo*, from Shanghai 10th inst., experienced a strong N.W. wind after leaving port, January 10th inst. having N.E. fresh monsoons with rough following sea with much rain till arrival.

The British steamer *Spithead*, from New York 15th Nov., had strong easterly winds. On Saturday 22nd Nov., experienced a strong gale with heavy sea, and between Singapore and this port experienced very heavy weather all the time.

A RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

EVIE J. Ray, American barque, F. Carson—Sander, Weller & Co.

LOT AIR, Italian barque, A. M. Schiavino—Order.

SHIMOSA, British str., E. A. Chaplain—Doddwell & Co. Ltd.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Rouch, will be despatched for the above ports TO-DAY, the 13th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 10th January, 1903. [222]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabatino United Companies.)

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Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LERICO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCHINA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Muzio, will be despatched as above TO-DAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 8th January, 1903. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG, 1903.

"MOGUL" ... About 13th January.

"HINDUSTAN" ... 25th January.

"SHIMOSA" ... 28th February.

"BRAEMAR" ... 10th March.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 10th January, 1903. [3494]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above TO-MORROW, the 14th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 8th January, 1903. [203]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Aubert, will be despatched for the above ports on or about THURSDAY, the 15th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 13th January, 1903. [2]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
---------	---------	------	--------------

OLYMPIA ... J. Trubridge ... 2,837 ... January 17th

PLEIADES ... F. G. Purington ... 3,763 ... January 24th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 24th December, 1902. [7]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

1903.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 14th Jan.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 11th Feb.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 25th Feb.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th Mar.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 18th Mar.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st April.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd April.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 8th May.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May.

THE magnificent "EMPERESS" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

[6]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, via SHANGHAI, HAL MOJI and KOBE	CEYLON	About 13th January	Freight or Passage.
YOKOHAMA, via SHANGHAI, HAL MOJI and KOBE	BANCA	About 13th January	Freight only.
YOKOHAMA, via SHANGHAI, HAL MOJI and KOBE	E. P. Martin, R.N.R.	January	See Special Advertisement.
LONDON, &c.	P. Summers	January	Freight or Passage.
SHANGHAI	Coromandel	About 17th January	Freight or Passage.
SHANGHAI	C. D. Bennett, R.N.R.	January	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANTON	Noon, 21st January	Freight or Passage.
SINGAPORE and BOMBAY, via COLOMBO	PERIN	About 24th January	Freight only.
	C. R. Longdon, R.N.R.	January	Freight only.

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH, and LONDON DIRECT ... MALTA ... 6,064 Tons ... 23rd March.

Without Transshipment. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 9th January, 1903. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
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TOMA MARU ... VICTORIA, B.C. and SEATTLE ... TUESDAY, 13th Jan. at 4 P.M.

AKA MARU ... U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA ... THURSDAY, 15th Jan. at DAYLIGHT.

YAMAGUCHI MARU ... NAGASAKI, KOBE and YOKOHAMA ... THURSDAY, 15th Jan. at Noon.

S. Yoshizawa ... KOBE and YOKOHAMA ... FRID

